

AGENDA
CALIFORNIA BICYCLE ADVISORY COMMITTEE

June 3 , 2010 - 10:00 a.m. to 3:00 p.m.
Room 2116, Second Floor
Department of Transportation Building
1120 N Street, Sacramento

PHONE BRIDGE

1-877-973-5015

Participant Code: 6538211

1. **Welcome and Introductions**
2. **Review and Approval of Previous Meeting Notes**
3. **District Reports**
4. **Status Reports/Various Items**
 - Highway Design Manual Revision** – Kevin Herritt
 - Bikes on Roadways Training** – Maggie O'Mara
 - Interchange/Intersections Guidelines** – Richard Haggstrom
 - AB 1581 Implementation** – Jim Baross
 - Bicyclist Representation on CTCDC** – Jim Baross
 - AB 1358 and DD-64 R1 Implementation** – Caltrans Staff/OPR Staff
 - Statewide Bicycling Task Force** – Task Force Members
 - Bridge Rail** – Ken McGuire
 - California Vehicle Code 21202 Opinion** – Ken McGuire
 - Strategic Highway Safety Plan/Challenge Area 13** – Ken McGuire
5. **Unfinished Business**
 - a. **April 15, 2010 CTCDC meeting report** – Jim Baross
6. **New Business**
 - a. **AB 2294 – Pedicab Licensing** – Alan Wachtel
 - b. **Bike lane Ends Sign** – Bob Shanteau
 - c. **Caltrans Changeable Message Sign System** – Charles Nelson
 - d. **Seamless Travel** – Jennifer Donlon – Alta Planning + Design
7. **Legislative Update** – Alan Wachtel
8. **Old Business**
9. **Other Business/Topics for Next Meeting/Adjourn**

The next meeting of the California Bicycle Advisory Committee will be on June 3, 2010, 10:00 a.m. to 3:00 p.m. in Room 2116, 2nd floor, Department of Transportation headquarters, 1120 N Street in Sacramento.

SUMMARY NOTES
CALIFORNIA BICYCLE ADVISORY COMMITTEE
April 8, 2010 10:00 a.m. to 3:00 p.m.
Caltrans Headquarters 1120 N Street – Room 2116
Sacramento, CA

1. Welcome and Introductions

Alan Wachtel called the meeting to order at 10:11.

California Highway Patrol representative Sgt. Steve Valdez announced his reassignment out of the Sacramento area. His replacement will be announced soon

Members Present: (includes teleconference attendees)

Alan Wachtel, CBAC Chair – California Association of Bicycling Organizations (CABO)
Jim Baross, CBAC Vice-Chair – San Diego Co. Bicycle Coalition/CA Bicycle Coalition
Andrew Casteel – Bay Area Bicycle Coalition
Sean Co – Metropolitan Transportation Commission
Dan Klinker – County of Sacramento
Jeffery Rosenhall – California Department of Public Health
Steve Valdez – California Highway Patrol

Others Present: (includes teleconference attendees)

John Cinatl – Caltrans District 6
Robert Cronin – Silicon Valley Bicycle Coalition
Seth Cutter – Caltrans District 11
Jennifer Donlon – Alta Planning
Alan Forkosh - CABO
Adam Fukushima – Caltrans District 5
Wayne Henley – Caltrans Traffic Operations
Ed Imai – Assembly Transportation Committee
James Lombardo – CABO Lobbyist
Maggie O'Mara – Caltrans Design
Roberta McLaughlin - Caltrans Traffic Operations
Charles Nelson – Lake Tahoe Bicycle Coalition
Nicolas Don Paladino - Fresno Cycling Club
Tamy Quigley – Caltrans District 2
Dario Senor - Caltrans District 5
Bob Shanteau – CABO Transportation Engineering Liaison
Moiria Topp – Lobbyist for the City of San Diego
Chris Ward - Chief of Staff Assemblymember Marty Block

Members Absent:

Hamid Bahadori - Auto Club of Southern California
Lynne Goldsmith – Los Angeles County Metropolitan Transportation Authority
Marie Haddad – California State Automobile Association
Ken McGuire – Caltrans Bicycle Facilities Unit
Michelle Mowery – City of Los Angeles
Clark Thompson – Fresno Council of Governments

2. Review and Approval of Previous Meeting Notes

Jim Baross commented that the notes for Item 5.a. were written as though CBAC had been asked for a decision or approval on the District 5 bike box proposal. The proposal was presented for discussion only. Jim suggested deletion of the second sentence and Alan Wachtel suggested deletion of the sentence that starts with "A CBAC vote on the proposal would not .." Notes for the February 4, 2010 meeting were approved as corrected. Romeo Estrella asked that the notes be revised to reflect his participation in the February meeting.

3. District Reports

District 2 - several events are scheduled for Bike to Work Week: May 14 kick off; free breakfast, local rides, numerous local events and tours, work site involvement and clinics. The one mile bikeway paralleling State Route 44 will soon be available for walking tours.

District 4 – The district recently launched its loaner bike/electronic bike locker program. Training was provided for 54 staff members. The Project Study Report for the West span of the Bay Bridge is expected to take 18 months and be completed February 2011. The target date for completion of the east span bicycle/pedestrian path is 2013.

District 6 - the Tour of California stages through Visalia and Bakersfield might affect bike to work day activities.

District 11 – Staff assisted the Adventure Cycling Association with bicycle route info; Staff made a Complete Streets presentation to project engineers and other district staff. Bike program staff is also working with district design staff to provide accommodations on the North Coast Corridor project and State Route 76. The City of Oceanside is requesting bike detection with a push button at the intersection of North Santa Fe and the State Route 76 path crossing. Staff is helping with development of the San Diego region and City of San Diego bike plans. Bob Shanteau noted Traffic Operations Policy Directive 09-06 which addresses signal operation and bicycling detection.

District 12 – Romeo Estrella has been in contact with the Orange County Flood Control District (OCFCD) regarding construction along the Santa Ana River Trail (SART). Romeo has received numerous inquiries from bicyclists that traverse the Orange/Riverside county line and others planning inter-county rides. They expressed concern about the possible closure of a trail segment that connects the two counties during construction. OCFCD has assured the district a detour will be available during construction. OCFCD acquired a portion of the golf course adjacent to the construction to serve as a temporary detour. Romeo will be working with D11 to develop the non-motorized presentation for the upcoming Transportation Planning Academy.

4. Status Reports/Various Items

Highway Design Manual (HDM) Revision – Ken McGuire had e-mailed a status report to the CBAC list.

Bikes on Roadways Training – Two one day trainings are planned for mid June. CBAC will have an opportunity to review when the next draft is available. Jim

Baross offered to receive and collect comments on the material and provide the comments to Maggie. CBAC members who wish may review and provide their comments to Jim for synthesizing, compiling, and forwarding to Maggie. Bob Shanteau offered to help and will contact Ken McGuire.

Interchange/Intersections Guidelines – Item postponed. Maggie reported that Richard has receive many comments that being reviewed by the consultant even though the contract ran out in March.

AB 1581 Implementation – Bob Shanteau discussed a new technology he recently learned about - Inter Sector by MS Sedco - a microwave system that can detect persons via salt water in the body. Bob, Martha Styer, Kai Leung and researchers from U.C. Berkeley attended a demonstration. Bob recommended the system be set to detect a person/bicyclist through an intersection - to allow for clearance. Canoga, another microwave system provider has been directed to Martha. The Canoga system can detect bicyclists and pedestrians through an intersection. Canoga also makes a loop that detects absolute rather than percentage changes in induction – a superior technology for bicycles. Bob suggests CBAC recommend retrofit of all existing on demand traffic signals rather than just the new or retrofitted installations. Bob suspects that some traffic engineers are not setting actuators to detect bicyclists.

Alan asked how CBAC could address the question raised by many traffic engineers who desire some guidance for determining which technology would meet the requirements for detection. As to retrofitting existing installations, Alan asked how CBAC could help? Bob recalled that Caltrans was to develop processes. He suggested a committee be tasked with developing solutions. Bob and Alan will serve on the committee and provide recommendations at the next meeting.

Bicyclist Representation on California Traffic Control Devices Committee (CTCDC)

– Jim Baross and Alan Wachtel discussed the letter Wayne Henley sent Alan Wachtel. The letter describes a process for CBAC involvement in CTCDC issues concerning bicycling. Wayne Henley suggested a CBAC representative attend the April 14 CTCDC workshop on the Manual on Uniform Traffic Control Devices - Part 9. Alan asked how CBAC will decide who represents CBAC to CTCDC. Alan said that it is important that the person represent CBAC positions, not positions/ideas of their own.

AB 1358 and DD-64 R1 Implementation – Ken McGuire had e-mailed the following - provided by the Division of Transportation Planning - to the CBAC list: At Caltrans a Complete Streets management level Steering Committee and a Technical Advisory Committee have been formed and met numerous times. A Team Charter was adopted and a draft implementation action plan was developed. The draft action plan received many extensive comments and suggestions. Based on the feedback a final draft of the plan was presented to both the Steering Committee and the Executive Committee. Final signature was completed March 1. The plan has now been released for further implementation, in addition to the priority efforts already underway to update key manuals and guidelines. All identified divisions, districts, and functional units will submit work plans and begin work on various implementation projects.

New Statewide Bicycle Task Force – Alan reported on the recent meeting with several California Highway Patrol (CHP) representatives. Ted Link-Oberstar suggested the meeting demonstrated that apparent differences in interpretation of the California Vehicle Code (CVC) actually did not exist. CHP trainers do 63 hours of CVC training, 4 - 6 of which is on bicycling. Local law enforcement gets 16 hours – the amount of local training on bicycling was unknown. Local law enforcement classes are usually led by the Commission on Peace Officer Standards and Training (POST). The next Bicycle Task Force meeting will cover POST trainings. There may be appropriate changes to the CVC to improve sections that are difficult to interpret and enforce. Jim explained that bicycling advocates were reluctant to support enhanced enforcement until they were assured enforcement personnel are adequately trained in bicycling law. There are numerous reports of inappropriate citing and harassing of bicyclists.

Bridge Rail – No report

California Vehicle Code 21202 Opinion – No report. Jim Baross asked whether the CHP should be working with Caltrans to provide the legal opinion - since CHP likely has over-riding responsibility for enforcing the CVC.

Strategic Highway Safety Plan (SHSP)/Challenge Area 13 – No report.

5. Unfinished Business

a. Caltrans District 5 Bike Box Proposal – Wayne Henley led the discussion. Attendees discussed various aspects of the proposal. A question of whether FHWA approval for the experiment is required was discussed but not resolved. At the conclusion of the discussion Jim Baross made a motion to support the bike box experiment if it includes additional items described in letters from the City of San Luis Obispo and the California Association of Bicycling Organizations. The motion was seconded and carried unanimously.

6. New Business

a. AB 2294 – Pedicab Licensing. The City of San Diego wants to expand regulation of pedicab operation with a requirement for operators to have a California Driver's License (CDL). The group expressed objections to any licensing requirement for operators of bicycles and noted the training and certification for a CDL does not provide appropriate or adequate information about the skill or knowledge required for lawful and safe operation of a pedicab. Other concerns - a potential pedicab operator would then have to acquire a car for testing and appropriate insurance for its operation. Other requirements in San Diego appear to be in conflict with state law. Examples are equipment requirements and limitations concerning locations where pedicabs may be operated. There was a comment about the appropriate section to change with the bill. CBAC did not provide a formal recommendation.

b. Bike Lane Ends Sign - Bob Shanteau shared a presentation that was entitled *Addressing the Bike Lane Termination Problem*. The MUTCD has a *Bike Lane Ends* sign but there is nothing similar to the guidance provided for the end of other travel lanes - such as advance warning, directions for merging etc. Bob provided information about the range of considerations to be taken into account, some proposed guidance, and questions about

how to proceed. CBAC agreed that a change is warranted and requested that Caltrans respond to this proposal.

c. Caltrans Changeable Message Sign System – Charles Nelson is asking CBAC to recommend that these signs sometimes display messages for bicycles that are similar to the messages for motorcycles. The discussion addressed changeable message signs attendees had seen, use of signs on freeways where bikes are not permitted, signs with a message about watching for motorcycles signs (apparently there were some negative feedback about about motorcyclists' misbehavior.) Caltrans apparently allows local districts decide which signs to use. The discussion addressed concerns about warning signs being used like billboards - with non critical information potential distracting drivers. There were objections to CBAC recommending use of these signs to provide information about bicycling without more information about sign locations, when they would be used, and the message that would be displayed.

d. Seamless Travel – Jennifer Donlon – Alta Planning + Design shared a presentation about a Caltrans funded project to develop models for counting bicycle usage and potentially for being able to accurately predict demand/usage and provide critical exposure data. The Highway Performance Monitoring System (HPMS) is widespread and long standing. There was a question about the relationship between the seamless travel project and the HPMS? Response: the Seamless Travel is intended to establish a model for bicycle counts. More information is available at www.bikepeddocumentation.org the full report is available on the ALTA website - www.altaplanning.com

7. Legislative Update Alan Wachtel provided the following information:

AB 1951, Ammiano - The bill is about penalties for violating a traffic law and injuring a person.

AB 2294, Block and Fletcher - would authorize the County of San Diego or cities in the county to require Pedicab operators to obtain a California Driver's License.

SB 1061, Hancock – Bill would allow toll bridge funding to be used for a San Francisco/Oakland Bay Bridge west span pedestrian, bicycle, and maintenance path. The bill would prohibit the Bay Area Toll Authority from increasing tolls to fund this project.

SB 1475, Simitian – Bill concerns education about and penalties for operating a handheld cell phone or texting while driving or bicycling.

AB 1845, Gilmore – Bill would authorize a local authority, by ordinance or resolution, to permit a senior citizen to operate a golf cart on streets and highways under its jurisdiction that are designated under an ordinance or resolution.

8. Old Business – None

9. Other Business / Topics For Next Meeting / Adjourn

AASHTO Guide For The Development of Bicycle Facilities – Maggie O'Mara encouraged review and comment be provided to her by Monday, April 12 so she can get

these submitted them on behalf of the State of California. This is apparently the only opportunity for detailed comments to be submitted to AASHTO. Maggie urged any bicycling organizations to contact AASHTO with their concerns about the process for review and comment.